

**2010 Pedestrian and Bicycle Safety
Grant Application Form**



**Washington State
Department of Transportation**

Project Title, Location and Date:

SR-164/Auburn Way South Corridor Improvement Plan - Dogwood Street SE to Fir Street SE
Auburn, WA
May 10th, 2010

Lead Agency and Project Manager (Name, address, phone & fax number, email address)

City of Auburn
Pablo Para, Traffic Engineer
25 West Main Street
Auburn, WA 98001
(253) 876-1958
ppara@auburnwa.gov

Total Grant Request Amount: (Provide the total grant request amount and identify how the funds will be divided for each of the three components: engineering, education and enforcement)

Engineering	\$	834,750
Education	\$	2,000
Enforcement	\$	4,080
City Match	\$	-100,000
Total Request	\$	740,830

Legislative District
08/09

Project Summary (Describe the project specifically in 4 to 5 sentences, be sure to address each element included in the project. (Engineering/Education/Encouragement/Enforcement))

Engineering

This pedestrian safety project takes a comprehensive approach to address a number of risk factors. The improvements consist of installing a street lighting system to meet minimum lighting requirements, relocating existing utility poles to back of sidewalk to mitigate roadside hazards, constructing a landscaped median island to eliminate multiple left turning conflicts along the corridor, constructing a designated mid-block crossing protected by pedestrian activated rectangular rapid flashing beacon warning lights and upgrading the signal at Dogwood St SE to countdown pedestrian signal heads and ADA compliant push buttons for improved access for the physically impaired.

Education/Encouragement

We will be partnering with the Muckleshoot Indian Tribe and Auburn School District to implement a Pedestrian Safety Educational campaign consisting of press releases to the local media, features on the City, MIT & ASD websites and targeted mailers to residences and businesses in the vicinity of the improvements.

Enforcement

The City will conduct a publicized enforcement event immediately after completion of the construction portion of the project. Targeted enforcement campaigns designed to increase yielding behavior will be utilized to increase the percentage of motorists yielding to pedestrians in the new crosswalk.

Recent Progress (Describe any efforts or portions of the project that have been completed or are underway)

There are a number of projects that have recently been completed along SR 164 (Auburn Way South) in the vicinity of Dogwood Street SE and Fir Street SE. The City of Auburn has implemented an automated Intelligent Transportation System (ITS) traffic signal management program to assist in moving traffic along SR 164 through the city's jurisdictional boundaries. The system is monitored via video cameras at controlled intersections, allowing management of signal timing by computer. The \$3.2 million ITS project was funded cooperatively by the City of Auburn, King County, WSDOT, and the Muckleshoot Indian Tribe.

The ITS system is part of the City's overall safety improvements for Auburn Way South, and coordinates signalized intersections at Riverwalk Drive, Dogwood Street SE, and Academy Drive.

The following other projects have improved safety for both pedestrians and vehicular travel in the vicinity:

- Muckleshoot Plaza Traffic Signal
- Dogwood Street SE traffic signal timing improvement by connecting intersection to the Auburn ITS system
- Dogwood Street SE left turn protected only phasing for eastbound and westbound directions

In 2009, the SR 164 Route Development Plan was completed through a partnership between Auburn, Enumclaw, King County, WSDOT, the Muckleshoot Indian Tribe and the Puget Sound Regional Council. The plan includes a list of recommended projects that address safety and congestion issues along the corridor, including the need for this mid-block pedestrian crossing in the vicinity of Dogwood Street SE and Fir Street SE.

PROJECT SCHEDULE AND COST SUMMARY SECTION

Pedestrian and Bicycle Safety Project Planned Milestone Accomplishments

Project Element	Scheduled		Amount																				
Education/Encouragement	April – June 2012		\$2,000																				
Enforcement	June - August 2012		\$4,080																				
Project Definition (agreement signed)	June 2011		n/a																				
Begin PE	July 2011		\$95,000																				
Environmental Docs Approved	December 2011		\$62,000																				
ROW Complete (certification)	December 2011		\$3000																				
Contract Advertised	February 2012		\$674,750																				
Open to Public (operationally complete)	June 2012		n/a																				
Project Cost Summary	Dollars in thousands	Percent of total	2011-13 Cash Flow (expenditures billed to WSDOT):																				
Note applicable costs																							
Engineering:																							
Preliminary Engineering/Permits	\$157	18.67%	<table><tr><td><u>Date</u></td><td><u>Planned</u></td></tr><tr><td>9/11</td><td>\$ 60,000</td></tr><tr><td>12/11</td><td>\$ 60,000</td></tr><tr><td>3/12</td><td>\$ 60,000</td></tr><tr><td>6/12</td><td>\$ 60,000</td></tr><tr><td>9/12</td><td>\$ 500,830</td></tr><tr><td>12/12</td><td>\$</td></tr><tr><td>3/13</td><td>\$</td></tr><tr><td>6/13</td><td>\$</td></tr><tr><td>Total 11-13</td><td>\$ 740,830</td></tr></table>	<u>Date</u>	<u>Planned</u>	9/11	\$ 60,000	12/11	\$ 60,000	3/12	\$ 60,000	6/12	\$ 60,000	9/12	\$ 500,830	12/12	\$	3/13	\$	6/13	\$	Total 11-13	\$ 740,830
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Right-of-Way	\$3	0.36%																					
Construction	\$674.75	80.25%																					
Operations/Services	\$0	0%																					
Education/Encouragement Program	\$2	0.24%																					
Enforcement Program	\$4.08	0.49%																					
City Match	(\$100)	11.89%																					
Total Grant Request:	\$740.83	88.11%	<div><div>Est. Re-appropriation</div><div>\$ _____</div><div>Future Biennium</div><div>\$ _____</div><div>TOTAL</div><div>\$ 740,830</div></div>																				

PROJECT DESCRIPTION SECTION

Current Conditions. Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

This project is proposed on State Route 164 between Dogwood Street SE and Fir Street SE. SR-164 is a high volume five-lane arterial with curb, gutter and sidewalks. The posted speed limit is 35 mph with 85th percentile speeds between 38-41MPH. SR-164 is a primary transit route for King County Metro with

several bus stops in the immediate project vicinity. The 2009 ADT on this corridor was approximately 36,000 vehicles.

This is a high risk location due to the mixture of pedestrian and bicycle generating high density housing and office uses situated across the street from major commercial attractions consisting of the Muckleshoot Casino and a 43,000 sq. ft. shopping center. On-going monitoring of pedestrian activity in the area has shown a significant number of pedestrians crossing SR 164 in both directions in an unprotected mid-block location between Dogwood Street SE and Fir Street SE in the location of the proposed improvement.

The following summarizes the pedestrian/bicycle accidents in the vicinity that may have been prevented by the improvements proposed in this application.

- May 2009: A bicyclist was struck by a vehicle riding on the north side of Auburn Way South east of Fir Street SE.
- October 2008: A pedestrian was struck and killed by a vehicle while crossing Auburn Way South directly east of Fir Street SE. Pedestrian was attempting to cross AWS from north to south returning from shopping center.
- October 2002: A mother, 5 year old, and 10 month old were struck by a vehicle crossing Auburn Way South directly west of Fir Street SE. The vehicle in the inside lane stopped to let the family cross. However, the vehicle in the outside lane could not see the family and struck them at an impact of 23.4 mph. All three sustained serious injuries.
- September 2002: There was a pedestrian/vehicle collision across Auburn Way South in the vicinity of Dogwood Street SE.
- July 2000: There was a pedestrian/vehicle collision resulting in a fatality.
- January 2000: There was a pedestrian/vehicle collision resulting in an injury.

Project Impact. How will the project help to reduce the over 400 fatal and injury crashes involving pedestrians and bicyclists that occur each year in Washington State? Does it address the needs of at risk groups (the young, the aging, or disabled)?

This project is a substantial long term solution for reducing fatal and injury crashes involving pedestrians and bicyclists by providing a convenient, safe and fully accessible crossing that coincides with the existing pedestrian desire line. The improved street lighting and access management benefits of the landscaped island will also help to increase bicycle safety by improving driver visibility and calming the context of the corridor. The project also provides improved accessibility for the young, elderly and physically impaired pedestrians by providing ADA compliant curb ramps, countdown pedestrian signal heads with audible ADA push buttons. An additional component of this project is improved educational efforts. Community and neighborhood groups and the local schools will all be enlisted in a major pedestrian and driver education campaign. This program will effectively address the needs of at risk groups.

PROJECT DESCRIPTION SECTION (continued)

Distance from major housing, commercial attraction, transit station or other bicycle or pedestrian generator. (Please check):

Less than ¼ mile ☐ x ☐

¼ to ¾ mile ☐

Greater than ¾ mile ☐

Comments: _____

Posted Travel Speed. (Please check):

35-45 mph ☐ x ☐

25-35 mph ☐

Less than 25 mph ☐

If operating speed differs, please provide operating speed: _____

<p>Prior vehicle/bike/pedestrian crashes at location within past three years:</p> <p>Number of crashes <u> 2, (1 Fatal) </u></p> <p>Comments: There have been six pedestrian accidents in the past 10 years at this location.</p>	<p>Signalized Intersection Spacing or Distance to Alternate Crossing Facility. (Please check):</p> <p>Greater than 1,320 feet <u> </u></p> <p>1,319 - 660 feet. <u> </u></p> <p>Less than 660 feet <u> X </u></p> <p>Comments:</p>									
<p>Width of Roadway (Please check):</p> <p>4 + lanes (w/ two way left turn lane) <u> X </u></p> <p>4 lanes <u> </u></p> <p>2 or 3 lanes <u> </u></p> <p>Comments:</p>	<p>Existing Traffic Volumes. (Please check):</p> <p>Greater than 15,000 ADT <u> X </u></p> <p>10,000 to 15,000 ADT <u> </u></p> <p>5,000 to 10,000 ADT <u> </u></p> <p>Less than 5,000 ADT <u> </u></p> <p>Comments:</p>									
<p>Horizontal and/or Vertical Stopping Sight Distance: (AASHTO green book or Design Manual)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;"><u>Required (Feet)</u></th> <th style="width: 20%; text-align: center;"><u>Actual (Feet)</u></th> </tr> </thead> <tbody> <tr> <td>Doesn't meet minimum stopping distance requirements</td> <td style="text-align: center;"><u> </u></td> <td style="text-align: center;"><u> </u></td> </tr> <tr> <td>Meets desirable to minimum stopping distance requirements</td> <td style="text-align: center;"><u> 360 </u></td> <td style="text-align: center;"><u> 500+ </u></td> </tr> </tbody> </table> <p>Comments:</p>			<u>Required (Feet)</u>	<u>Actual (Feet)</u>	Doesn't meet minimum stopping distance requirements	<u> </u>	<u> </u>	Meets desirable to minimum stopping distance requirements	<u> 360 </u>	<u> 500+ </u>
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<p>Project is listed in Local TIP:</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>Project is listed in an Adopted Plan:</p> <p><input checked="" type="checkbox"/> Yes Plan: SR 164 Corridor Planning Study</p> <p><input type="checkbox"/> No Date Adopted: 2/8/2010</p>										
<p><u>Implementation</u> Discuss the partnerships necessary to implement this project and describe the status of those partnerships in your community.</p> <p>As a project envisioned through the recently completed SR 164 Corridor Planning Study, this pedestrian crossing is supported by the following jurisdictions: City of Auburn, City of Enumclaw, King County, Muckleshoot Indian Tribe, Puget Sound Regional Council, and WSDOT.</p> <p>Furthermore, the City has formed a strong working partnership with the Muckleshoot Indian Tribe and WSDOT over the past year to develop a more specific corridor improvement plan for SR-164. This application represents the next phase of that corridor plan and is ready to proceed with the support and participation of the Muckleshoot Indian Tribe and WSDOT.</p>										

APPLICATION CONCURRENCE

Transportation Agency Engineer, Traffic Engineer, or Director	
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Name: Dennis Dowdy Title: Public Works Director Address: One West Main Street, Auburn WA 98001 Email: ddowdy@auburnwa.gov Phone: 253-931-3023	Date: 5/10/2010
WSDOT Official (if project is on a State Highway)	
Name: Ed Conyers Title: NW Region Local Programs Engineer Address: Northwest Region, PO Box 330310, Seattle, WA 98133-971- Email: ConyerE@wsdot.wa.gov Phone: (206) 440-4734	Date: 5/10/2010